

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations (WP.29)Working Party on Noise and Tyres (GRBP)Task Force on Vehicles' Sound (TF-VS)**Draft Report of the 20th Session of the Task Force on Vehicles Sound TF-VS****Tuesday 14th April 2026 from 9:00 to 12:00 (CET)****Hybrid meeting / VDA premises, Room 3, Berlin - Teams**

		Working Documents
1.	Welcome and opening remarks Mr. Ficheux welcomed the participants to the 20 th Session and thanked VDA for hosting this meeting.	
2.	Introduction of participants and organizations Attendees of this 20 th session of the TF-VS agreed to share with the group any documents used and/or presented during this Session and also to make them public on the UNECE website. The rules on the use of copyrighted material were reminded.	
3.	Adoption of the agenda The draft agenda was adopted	TFVS-20-01e
4.	Adoption of the Report of the 19th session The report of the 19 th was briefly reviewed. A remark from the industry was considered and a slight correction was brought to item 7.	TFVS-19-07-Rev2e
5.	Open discussion on the Cross-Matrix The objective of this session was to rediscuss the outcome and future of the cross-matrix. Two documents were presented, and a discussion followed.	
	a. History and outcome (secretariat) The document recalls the definition of the cross-matrix, and a brief history of this approach in Task force Vehicles' Sound <ul style="list-style-type: none"> • The cross-matrix is defined in 2021, as the selection of traffic scenarios generating annoyance or health impact and models reproducing these situations, allowing to assess the effect of traffic noise reduction policies. • In 2021 and 2022, an extensive list of parameters was elaborated and a tentative model was presented. Since then, the activity slowed drastically. • In 2025, a comparison of available models set the cross-matrix approach back on the agenda. • The question of broadening the approach to L-categories is suggested by the Guidelines of TF-VS. 	TFVS-20-02e

	<p>b. Cross-Matrix Considerations (HMG Akustiklabor)</p> <p>The presentation reminds the comparison of sound emission models from EU-CNOSSOS, Switzerland, Japan and HMG’s own model, underlining the outdated data of EU-CNOSSOS.</p> <p>These models were confronted on the same scenario and fleet composition. The results exhibited significant deviations in the predictions. This status was presented in Feb. 2025 GRBP.</p> <p>Today the data from the RD-ASEP monitoring offer a broad set of vehicle sound model data that may be used to update the current models.</p> <p>A draft updated model is showcased. This model can simulate “single events” as well as average exposure scenarios, allowing the assessment of various measures to reduce traffic noise.</p>	<p>TFVS-20-03e</p>
	<p>c. Discussion</p> <p>Interest to the Cross-Matrix activity</p> <ul style="list-style-type: none"> • The discussion clarified the purpose of the Cross-Matrix activity: to provide results based on commonly agreed traffic scenarios and sound models. The purpose is not to propose an alternative to EU-CNOSSOS. • Switzerland pointed out that the agreed scenarios should reflect the situations exhibited by recent studies, where annoyance and/or health effects are assessed. • The studies considered in the presentation by HMG Akustiklabor (item 5.b) should be listed for reference. <p>Modelling data</p> <ul style="list-style-type: none"> • The model proposed by HMG Akustiklabor is based on the RD-ASEP model and reflects the emission levels reported during the RD-ASEP monitoring. • Additional data are needed for M3/N3 categories, for which no recent database exist, especially on the C3 category tyres sound emissions. The situation is similar regarding L-category vehicles. <p>Extension of the Cross-Matrix to L categories</p> <ul style="list-style-type: none"> • So far, the activity on the Cross Matrix did not focus on L-category vehicles. Emission models exist for these categories but need to be updated and validated. It is suggested to take advantage of the data used to elaborate UN-R41-06 RD-ASEP to update the models. • Specific scenarios must be established, considering subgroups inside L-categories. These scenarios would help to assess the impact of the new R41-06 RD-ASEP on single events. • The conclusions of EU-funded LENS project were reminded. Among others, it recommends acting against manipulations and promotes lower speed limits. <p>Other points</p> <ul style="list-style-type: none"> • Considering the development of sound cameras, the need for alignment on the way they are type approved is stressed out. 	<p>a</p>

	<p>Nevertheless, such an activity is not in the scope of GRBP, not even in WP.29's.</p> <ul style="list-style-type: none"> • How to educate the drivers to encourage quieter driving? Features like the Gear Shift Indicator foster using higher gears for better fuel efficiency, thus probably acting as well to quieter driving. Other ideas could be explored. • The approval of replacement silencers is discussed, regarding possible misinterpretations of the text, or potential loopholes in the regulations. What would be the future of RD-ASEP regarding Regulation 59? <p>Next steps:</p> <ul style="list-style-type: none"> • Interest to continue the Cross-Matrix activity is confirmed • The creation of a specific subgroup of interested experts was discussed to deal with the following topics: <ul style="list-style-type: none"> ○ Bring in recent studies to elaborate scenarios, especially for L-categories ○ Deep-dive into available models, shared by CPs experts. Experts are invited to prepare a presentation of the main parameters of their own model. ○ A call for participation is launched 	
6.	<p>Guidelines of the task force</p> <ul style="list-style-type: none"> • This point was not discussed during the meeting 	GRBP-74-03-Rev.1
7.	<p>Any Other Business</p> <ul style="list-style-type: none"> • No other topics were discussed 	
8.	<p>Next meeting(s) & provisional agenda</p> <ul style="list-style-type: none"> • TFVS-21 - 9th June 2026 14:00 to 16:00 CET– Göteborg/Gothenburg • Agenda is available on the Wiki 	TFVS-21-01e

All documents of this TF-VS are/will be available via the [UNECE website - Task Force on Sound Limits \(TF-SL\)/Vehicles' Sound \(VS\)](#).